

March May 1970

S A S M E E

BULLETIN

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

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THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY

OF MODEL AND EXPERIMENTAL ENGINEERS.



S.A.S.M.E.E. BULLETIN

Vol.9. No:4

MARCH- MAY 1970.

EDITORIAL

Once again another Christmas and New Year Festivities have passed by, and no doubt, Modellers all over the world have made the resolution that 1970 is going to be the best year ever. Indeed at SASMEE, when we consider the number of new locos nearing completion and probably running this year, plus various other models, 1970 could be the high light of our Society's history.

Apart from the constructional side of our activities, other exciting events will occupy our attention. In a few short weeks, the Easter Convention will be the Mecca of many kindred Clubs in Australia, and the B.P. exhibit in Flinders Street will have shown to thousands of the Adelaide Public the intricacies of Model Engineering.

Later in the year we propose to give a Field Day in aid of the Spina Bifida Association to help disabled children. Also, in order to show our appreciation of St. John's Ambulance, we are devoting a Field Day to assist this very worthy cause.

Obviously to make these events a success, the co-operation of every Member is required, not only on the days concerned, but at regular working bees, particularly prior to the Convention, where there is still a lot to be done in order to present to our visitors a pleasing picture of the grounds and track, etc.

The Traction Engine and Steam Rally held during November at Lake Goldsmith was well attended by SASMEE Members, and it was indeed one of the most exciting events that I have witnessed.

To all who can possibly make the trip at the next Rally, I strongly urge them to make every effort to do so.

Our thanks are due to Uncle Al, Ron Collins and other helpers who constructed a very handsome and useful Barbecue, using Besser Bricks. It had a christening at our Annual Barbecue after the December Field Day and proved vastly superior to the old method of burning good chops into char. Its construction fills a need which has long been overdue, but with other more important jobs requiring attention, it had to be put aside. Now that we have it perhaps it could be used more often than just once or twice a year.

Once again Members are reminded of the rules regarding the borrowing of Library Books. The Librarian states that there are one or two M/E Volumes missing and no record of who has them. If you should happen to have one of such volumes, please return same as these older M/E are extremely difficult to come by and makes it difficult for another Member wishing to refer to a particular article.

Having now got all the moans and complaints off my chest, I would like to wish you all a very good year of Modelling and trust that I will myself enjoy the same.

"A GOOD YEAR TO ALL"

Clary Burden, Hon.Sec.

QUARTERLY AGENDA

GENERAL MEETINGS
1970

2nd Tuesday each month at 8.00 p.m.

10th MARCH

Jim Thurmer, our Honorary Photographer will speak on movies.

14TH APRIL

Wally Woollatt will deliver a talk on Vintage Motor Cycles.
(Probably illustrated)

12TH MAY

Annual Election of Officers.

INTERMEDIATE MEETINGS

(Informal) 4th Tuesday each month at 8.00 p.m. 24th March, 28th April, 26th May.

COMMITTEE MEETINGS

1st Tuesday each month at 8.00 p.m.
3rd March, 7th April, 5th May.

WORKING BEES:

1st Saturday each month at 2.00 p.m.
7th March, 4th April, 2nd May.

PUBLIC FIELD DAYS

3rd Saturday each month at 2.00 p.m.
21st March, 18th April, 16th May.

EASTER CONVENTION

S.A.S.M.E.E. Members are reminded to attend to their Easter Registration promptly. Contact Len Peckham.

Fee - \$3.00

FIELD DAYS CANTEEN ROSTER

MARCH

A. BOREHAM
S. GABB

APRIL

P. CAVANAGH
A. SMALL

MAY

J. THURMER
J. DAVEY

IMPORTANT NOTE

IF UNABLE TO ATTEND AS PER ROSTER PLEASE
PHONE SECRETARY: PH.79-5292, SO THAT A
RESERVE CAN BE NOTIFIED IN TIME.

'Please remember to bring the mill:'.

ROSTER FOR LOCKING UP ALL BUILDINGS AND GATES

MARCH

7th J. Wakefield
14th C. Hill
21st A. Brabham
28th B. Brown

MAY

9th C. Hill
16th A. Brabham
23rd B. Brown
30th T. England

APRIL

4th T. England
11th P. Griscti
18th J. Welch
25th D. Irving

JUNE

6th P. Griscti
13th J. Welch
20th D. Irving
27th J. Wakefield

MAY

2nd J. Wakefield

JULY

4th C. Hill

S.A.S.M.E.E. CLUB NEWS:

A few weeks ago we had an interesting visitor, Mr. Hamment, from far off Bermuda. He has been a keen modeller in his day and spoke of a large collection of locos he possesses. In company with Harry Pearce and myself, he spent an hour or so at our grounds and then returned to my home for lunch, and after that he spent some time driving Britannia around my home track.

On the next day, Saturday, he again visited the Park and met a number of members. He spoke in glowing terms of our set-up, and told me that it more than compared with what he has seen in other parts of the world.

A discussion by members on the proposed code for stainless steel boilers took place recently and several suggestions re the construction of same have been forwarded to Reg Wood, of Sydney.

Murray Mitchell, who is leaving us to live and work in Melbourne, was made an Honorary Member at the December Meeting, in recognition of his long membership and holding the Office of President for several years.

A successful Field Day was held on 29th November to assist the Y.M.C.A. A record crowd attended, estimated at 1,500, and no doubt the Y.M.C.A. benefited handsomely financially.

S.A.S.M.E.E. CLUB NEWS cont.

The Annual Barbecue held after the December track day proved very entertaining. After tea was over, Uncle Al and Archie put on a great show for the children, and this was followed by a couple of films from B.P. Aust. Paul was the operator of the projector. I believe Len provided balloons for the children, and another member (my apologies for not being sure of who it was) provided sweets.

This annual affair gives an opportunity for members' wives to meet each other and compare notes of their activities.

A large number enjoyed a visit to the Birdwood Museum on a recent Sunday. Meeting on the Gumeracha Sports ground, we had a barbecue lunch, and then drove to Birdwood, where we spent a couple of enjoyable hours looking over a vast collection of goods of all descriptions used during the last century. A fine collection of Vintage Motor Cycles took my eye, and brought back memories of my mispent youth racing around the country on them.

We look forward to meeting a country member, Ron Thompson of Alice Springs, who hopes to attend the Easter Convention. Ron, you will remember had just completed a 7½" gauge loco, and has constructed a ground level track to run it on. No doubt he will have plenty of questions to answer from those of us who are interested in this gauge

S.A.S.M.E.E. CLUB NEWS cont.

A month or two ago I spent a very interesting Sunday morning looking over Joe Vardons workshop, and a large collection of locos, etc. he has built over many years.

Joe has apparently been a member from the very early days of the Society's inception. Although well known to many of the older members, he is probably unknown to those who are comparative newcomers to the Society. Unfortunately we don't see much of him these days, but he has been a very prolific builder of various models in past years.

He was introduced to modelling by another old member, Clary Bright.

His collection comprises the following :

Dyak 2½G. 2 - 6 - 0, Helen Long 2½G. 4 - 8 - 4, Heilin Lassie 3½G. 4 - 6 - 2, Ivy Hall 3½G. 4 - 6 - 0, Canterbury Lamb 3½G. 0 - 4 - 0, Miss 10 to 8. 3½G. 4 - 6 - 0 M/E Traction Engine in 1" scale, a free lance Portable Steam Engine, Hot Air Engine, Vertical Steam Engine, C/I Speedboat, 6" Neutonian Reflecting Telescope (ground the lenses himself) Autox Noughts and Crosses Machine (try and beat it if you can).

He is now working on, I believe, a set of castings for a triple expansion engine, also a Syncranome clock, pottery wheel and kiln for Mrs. Vardon, and a weaving loom. Also he was once interested in radio.

Can anyone beat this output?. If so, I would very much like to see it.

His workshop equipment consists of a 3½" Advance lathe, drilling machine, air compressor for Air Gas Brazing torch, and the necessary hand tools.

Joe is certainly a modeller of many aspects, and we look forward to viewing his latest production.

A LETTER OF APPRECIATION FROM REG. WOOD.

Reg Wood, who visited S.A.S.M.E.E. early in November reports that he and his wife greatly enjoyed the hospitality of several members while in Adelaide.

He had with him his new 5" gauge 0 - 6 - 0 tank loco of his own design, which was seen in action on Clary Burden's track as well as at Millswood.

The opportunity was also taken to discuss future boiler code progress with members interested in these activities.

Reg also reports having spent a most interesting week in Melbourne in the company of Fred Pascoe, during the period S.L.S. of Victoria completed the junction of the new track at Moorabin.

On Tuesday, 28th October, the first run of Fred's 5" gauge Norfolk and Western Mallet took place, this was quite an event, this loco is 11 feet over all and weighs just short of half a ton, the boiler is 9" dia. and 4'6" long with 140 sq.ins. of grate area, there are four cylinders 2" and 2.5/8 stroke, the wheel arrangement is 2 - 6 - 6 - 4, with drivers 6.3/8 dia. To see and hear this Leviathan roar out of the tunnel and up the 1 - 50 climb was a real thrill, nearly equalled by 14 to 15 miles per hour along the straights.

Reg had several drives and reports that the new track is superb, and a pleasure to be looked forward to for the 1971 convention.

BOOLEROO STEAM AND TRACTION PRESERVATION SOCIETY by Geoff Cram.

ANNUAL FIELD DAY - SUNDAY 14th SEPTEMBER, 1969

A cold wintry day, with bleak winds arrived on the 14th, so that although the showers had eased off considerably by 10.30 a.m., the ground where the demonstrations were to take place was converted into a slippery, soft surface, which brought many problems.

Despite this, a large crowd had turned out, and by and by, a few spluttering coughs, backfires, etc. heralded the first old tractor which moved out on to the ground to the accompaniment of squeaks, grinds and gear grating. Due to the slippery surface, and the fact that most of the old tractors didn't have any grips or spuds on, the antics of some of the exhibits were most amusing.

One by one, the old farm tractors, which had been salvaged from various ungracious fates by loving enthusiasts, paraded proudly around. The highlights of the day to my mind being the steam exhibits.

A Hot Air engine which ran beautifully all afternoon on a ridiculously small amount of wood, created a tremendous amount of interest. It shared the limelight with two other things which were keenly awaited, the running of a "Barrows Portable" steam engine beautifully painted and restored by Brian Knauerhause, and, while this was ticking over and the magic of it's moving works intriguing all, a Fowler ploughing engine built in 1899 came chuffing around to the arena from it's hiding place. To see 25 tons of traction engine coming towards us thrilled the crowd as most had never seen one before.

Unfortunately, because of the soft ground and her heavy weight, she bogged down and spent the rest of the afternoon sitting like a stranded "Goliath". Several unsuccessful

attempts were made to free her, but it was evidently not until two days later that she was able to move out and back to her shed.

All in all, a great afternoon's entertainment was given, and when the time came to leave, the sights and sounds of the steam engines and tractors were firmly embedded in our minds.

EXTRACT FROM A LETTER WRITTEN BY MR. GEORGE EVES, RETIRED TRACTION ENGINE DRIVER AND CORRESPONDENT TO 'THE WORLDS FAIR AND MODEL ENGINEER' ETC.

In between whiles I am pegging away at me days with steam. I find it full of incident, some strange, some funny, some sad, and I will wind up with a story which hardly fits in with any of those. My world of steam had its basics struck home in 1915, when I left my firm's yard, with the No.2 engine of a ploughing set. The engine was formerly an old Fowler single, but in the cause of economics, it had been fitted with a set of S.C.C. cylinders. In its single state, my grandfather had driven it, and my Dad, and it was in his time it received what was known as then, "these bloody new fangled cylinders". So it was a family engine, which I in time became very attached to. With the van behind the engine, then the cultivator and water cart, what was going on behind was rather a matter of luck. Just outside the village I stopped to pick up water at a roadside brook, just beyond two little cottages. Once the tender tank was filled I proceeded to our destination I following my mates tracks, which soon left the road, proceeded a mile up through woods, then along the crest of the hill for another mile and a half over rough country as we were to plough up the Squire's vast shooting acreage, in the name of "grow more food", our answer to the damage wrought by the Kaiser's submarines. We rolled and heaved about along the rough track until I came upon the other engine. My mate happened to pass round the rear

of our train to uncouple the watercart, when I heard him call. I dashed round to join him and had the surprise of my life, for firmly hooked on the watercart's tap handle was the nosebag, horse and bakers van, and in our wake stretched a thin line of loaves. The obvious conclusion was the baker had pulled up behind us when we were picking up water, and I assumed he would soon be on our trail, and little thinking, I disentangled the nag and tied it to the hedge, where it got busy with its nosebag long denied.

We ploughed away all day, but nobody turned up. Meanwhile back in the village things were building up to a grand finale, but we knocked off about 7.00 p.m. and as the baker had not shown up, I turned "hossman" after securing the van door and seeing my mates arrayed in what remained of the day's delivery. Luckily for me, the nag was no trouble. Once on the highway we trotted along like school-kids enjoying a day out. But on approaching the baker's shop beheld a scene far removed from our everyday rustic scene. There was a crowd of villagers filling the road, and in the centre of it, I could see the baker, and a soldier engaged in what looked like mortal combat. Great ham like fists clove the air, there was blood, and sometimes on his feet and sometimes on the ground, our village policeman, minus helmet, strove to part the combatants. We halted and watched the incredible scene, amid shouts of encouragement of the rustics enjoying the free show. Then into the mellee rushed the baker's wife, with a gallon measure of flour, and choosing just the wrong moment, threw the lot over combatants, but mostly over the law. Charlie Chaplin may have equalled the scene, but bettered it, never. But it stopped the fight, and instantly I became very much involved. The baker swore I had pinched his horse and van for a lark... "you bloody injin drivers are all alike", and had it not been for my mates, hostilities would have been renewed. But in fact it was time for revelations of the deepest dye.

For in those two cottages was a woman whose husband was away in France, and next door lived the village busybody,

who was a dab hand at stirring things up, and how well the baker played into her hands. For he was in the habit of putting on his nag's nosebag and staying a lot longer than was needed in delivering a loaf of bread, which her busy neighbour was quick to notice. She also saw the nag tossing it's nosebag up in the air, as they are wont to do, in order to get the titbits in the bottom. The baker arriving while I was getting water, gave no thought that the handle on the water cart tap might hook the nosebag, which is what it did, and when I moved off with the reluctant horse and van in tow, behind her lace curtains, the busybody grinned broadly. She grinned even more an hour later, when the baker came out and found the lane empty. He had no sooner set off on what proved to be a fruitless afternoon trying to trace it, and to light the fuse as it were, the soldier came home unexpectedly on ten days leave. Later in the afternoon, he was busy in the garden trying to remove a year's weeds, when the neighbour said if his wife did a bit of weeding instead of entertaining the baker, etc, etc and etc.

As they say in the best books, the soldier stalked off indoors and there "were words", loud words. And as we ploughing gang were on the way home, the soldier uttering dark threats, put on his jacket and hat, to set off to sort the baker out. Seemingly things started quietly in the bakery, but soon it erupted into the road, and to the villagers, anything to liven up the place, was appreciated. It was then I arrived.

Can you picture the scene? A narrow village street, the horse and van the centre of a hundred talking people, some holding the soldier back, the baker trying to remove some of the flour, the hatless copper trying to take a statement from me, amid views from both sides, the baker's wife bringing down damnation on all engine drivers, and my mates killing themselves laughing and then the busybody arrived to scream accusations at the baker. Half an hour was to elapse before things simmered down.

The aftermath ran true to form, the soldier's wife

changed her baker a bit sharpish, the busybody walked about wearing the expression a cat does when it has swiped the cream, and I became the object of humourous jest in the hostelrys, works and even on the road. Passing drivers would bellow...."Mind the 'orse up the road, Jarge", whilst the men in the works swore I hooked the nag on the water-cart to teach the baker a lesson, but I also learned a lesson never forgotten, to always look round whatever you had behind an engine before moving off. Mind you, as they say, "it's an ill wind". We had enough bread in our van to last us the week.

That was long ago. There are not many left in my village who can recall that riotous scene, for village life then was deemed to be deadly dull. I never found it so, which is why I am writing my memoirs. I have got down so far 250 pages of typed foolscap...both sides, and I am only up till 1917. So theres a lot more yet

LAKE GOLDSMITH STEAM RALLY by C. BURDEN.

Through the courtesy of Mr. & Mrs. Bill Muller, my wife and self motored to Lake Goldsmith and there we were enabled to witness the almost incredible sight of probably a hundred steam engines of many different types, from magnificent showmens engines, down to small model stationary engines, all operating under steam from their own boilers, or supplied from large stationary boilers.

The Society was founded in 1962 by Messrs. Geo Mulcahy, J. Mulcahy, C. Hall, J. Kirkpatrick, T. Rogers (Deceased) and B. Upton (deceased), with the object of preserving these machines of the great steam age. They were assisted by many generous donors of engines, etc. John Norris of Adelaide is the President and John Mulcahy, Secretary, assisted by a devoted band of helpers.

Approximately 12 members from SASMEE, some with their wives, were present and this helped to make the occasion a friendly and social affair.

Looking across the top end of the arena, I could see 7 or 8 portables slowly ticking over. Jets of steam were visible from every angle. Further afield hundreds of cars were parked, forming a modern backdrop to a past era. Every minute or so steam whistles were blowing, creating a pleasing sound, and arousing a feeling of nostalgia for the grand past of steam. In a large barn a number of models of every description were running, fed by a large vertical boiler. Several Tangye and other makes or about 3 or 4 H.P. were slowly ticking over adding further colour to one of the most impressive scenes it has been my pleasure to witness.

A large water truck was kept busy all day to keep the thirsty boilers supplied.

As a further touch, several model aeroplanes were performing aerobatics at the bottom end of the arena. By 2.30 p.m. I estimated that a crowd of 5,000 spectators were present, giving the appearance of an old time English Fair Ground.

One of the highlights was the Olde Time Fashion Parade, headed by a Stanley Steamer and several vintage cars, the Models (ladies) were driven on to the arena. One by one they mounted a stage set on a truck and the compere gave a running commentary on the fashions displayed. Some dresses looked more like nightgowns than street wear.

Another event was the ladies slow steering race, last home wins. An interesting display of Vintage Motor cycles by Jack Upton of Beaufort held my attention, also Morris and Clary Hall's model traction engines. Most of us had a go at driving the traction engines, self included (not so easy as it looks). The affair was opened by a grande parade of traction engines, led by a band and followed by vintage

cars and motor cycles. A demonstration of shearing using steam power was given by a Brown and May portable owned and driven by 15 year old John Kirkpatrick. A case steam portable was driving a hay baler, whilst alongside a Marshall portable was driving a threshing machine. At one stage John Norris's Fowler bogged down on a soft spot, but was soon hauled clear by George Mulcahy's Fowler. This all added to the fun and excitement. There were quite a number of old I/C single cylinder tractors, some running and some more or less derelict, their exhaust not so different from the more pleasing sound of a steam exhaust.

A non working diagonal boilered portable aroused my interest. It was built by Hindley, England. In the main shed were a number of photos apparently showing the various stages of restoration of John Norris' Traction Engine. The name of Hornsby and Tangye on a number of portable oil engines evoked memories, for as a boy I can remember these very well.

A tug of war between two Fowlers resulted (mostly in wheel spin) in a win on points.

After that a tug of war between a Fowler and about 50 men was won by Fowler.

To our traction engine enthusiasts the names of Foden, Fowler, Aveling and Porter, Ruston Proctor, Alchin, Case, Marshall and others are familiar and were all well represented.

Bill Muller had a drive of Clary Hall's model traction engine, and with Mrs. Muller as passenger drove for several minutes. I believe that a nasty little spark just about cost Bill a new dress.

Bill is building a steel boilered traction engine, and was deeply interested in Clary's model.

The weather on the Saturday was fairly cool with a

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light misty rain on and off all day, but not enough to dampen ones enthusiasm, but Sunday although cool, kept fine and dry.

Thus ended a truly magnificent weekend, and congratulations to the Society for promoting the Rally.

Edited by: C. BURDEN

Hon Sec. PH.79-5292

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Bill Muller had a drive of Clara Hall's model traction engine, and with Mrs. Muller as passenger drove for several minutes. I believe that a neat little spin just about cost Bill a new dress.

Bill is building a steel bolted traction engine, and was deeply interested in Clara's model.

The weather on the Saturday was fairly cool with a

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